

NEW ADVERTISEMENTS

WANTED.

CHINESE or PORTUGUESE at once, as an **ASSISTANT BOOKKEEPER**. Salary \$35 to \$40. Apply personally to—
H. RUTTONJEE,
Yongkong, 6th September, 1901. [2277]

TWO WRITERS are required at once in the Office of the **NAVAL STORE OFFICER**, Naval Yard, to whom personal application should be made between the hours of 10 A.M. and 1 P.M.
Candidates are requested to bring Testimonials with them.
Hongkong, 6th September, 1901. [2278]

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND
IN THE MATTER OF THE PETITION OF **GUSTAVE LOUIS MOUCHEL** formerly of No. 134, Holborn, but now of 38, Victoria Street in the County of London, England, for the exclusive use within the Colony of Hongkong, for "Improvements in and relating to Piles, Columns and analogous structures."

NOTICE IS HEREBY GIVEN that the Petition Specification and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said **GUSTAVE LOUIS MOUCHEL** to apply to the sitting of the Executive Council hereinafter mentioned for the exclusive use within the said Colony of Hongkong of the said Invention.

AND **NOTICE IS HEREBY ALSO GIVEN** that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the COUNCIL CHAMBER at the GOVERNMENT OFFICES, Victoria, Hongkong, on **TUESDAY**, the 17th day of September, 1901, at 11 A.M.
Dated the 5th day of September, 1901.
STEPHENS & THOMSON,
Solicitors for the Applicant.

[2276]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY, the 12th SEPTEMBER, 1901, at 2.30 P.M., at No. 13, SEYMOUR TERRACE, for Account of the Estate of the late **E. H. JOSEPH**, a

QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE, comprising—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, BLACKWOOD CABINET, BASEL AND STOOLS, CHIFFONIER, OVERMANTLES with BEVEILED GLASS, FINE BRASS BEDDERS, MARBLE MANTLE CLOCKS, TAPESTRY and LACE CURTAINS, JAPANESE CLOISONNE VASES, ORNAMENTS, &c., &c.

TEAK SIDEBOARD, DINING TABLE, DINNER WAGGONS, TEA and OCCASIONAL TABLES, CUTLERY, ELECTROPLATED GLASS and CROCKERY WARE, &c., &c.

BRASS MOUNTED BEDSTEPS, TEAK WARDROBES, DRESSING TABLES, MARBLE TOP WASHSTANDS, &c., &c.

BATHROOM and PANTRY requisites.

Also

1 COTTAGE PIANO by J. Brinsmead and Son;

1 MILNERS' SAFE.

On View from Wednesday, the 11th Sept. Catalogues will be issued.

Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 6th September, 1901. [2279]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, TAKAO AND TAMSUI.

The Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the above ports on **SUNDAY**, the 8th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAFFRAIK & CO.,
General Managers.

Hongkong, 5th September, 1901. [2275]

WANTED on Higher Level, or at the Peak, in good position, **TWO BED-ROOMS**, one fully and one partly furnished, with Bathroom and Board. Good House at Kowloon would not be objected to. State particulars in writing to—

ONSLOW,
Care of Daily Press Office.

Hongkong, 5th September, 1901. [2259]

WANTED.

AN EXPERIENCED CLERK for a German Firm. Knowledge of German and English necessary. Must also be conversant with general office work. Engagement to date from 1st January, 1902, or sooner.

CHIFFRE X. Y.,
Care of Daily Press Office.

Hongkong, 5th September, 1901. [2257]

IMPERIAL BANK OF CHINA.

WANTED.

AN experienced man of business to act as **COMPTROLLER** from next China New Year.

Full particulars can be obtained on application to the undersigned.

By Order of the Board of Directors.
E. W. RUTTER,
Manager.

Hongkong, 31st July, 1901. [1922]

WANTED.

GOOD JOBBING COMPOSITORS.

Permanency for competent men.

Apply at—
Daily Press Office.

Hongkong, 30th July, 1901. [1910]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at **EAST POINT** at Moderate Rates.

WM. PARLANE,
Manager.

Hongkong, 17th February, 1899. [65]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, for account of the concerned, **TODAY (FRIDAY)**, the 6th SEPTEMBER, 1901, at 11 A.M., at their

Salon Rooms, Ice House Street,

12 Cases QUART CHAMPAGNE, 16 Cases

PINT CHAMPAGNE, 3 Cases CONFEC-

TIONARY, 1 Bale GUNNY BAGS, 1-50

TON PRESS, 2 RICKSHAS, 1 TIENHIN

CARPET, SUNDRY HOUSEHOLD

FURNITURE, 2 COOKING STOVES, 2

PIANOS, 1 IRON SAFE, RUGS,

SUNDRY GLASSWARE, CARVERS, 2

SEWING MACHINES, PAINTS, SOAPS,

&c., &c.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th September, 1901. [2264]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, for account of the concerned, **TODAY (FRIDAY)**, the 6th SEPTEMBER, 1901, at 2.30 P.M., at

"DURBAR HOUSE," Officers' Mess,

at "MADRAS HOUSE," 3rd Madras L.L.,

A QUANTITY OF

HOUSEHOLD FURNITURE

(Full particulars in Catalogue).

On View from Thursday, 5th September.

Terms—Cash on Delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 2nd September, 1901. [2233]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, for account of the concerned, **TODAY (FRIDAY)**, the 7th SEPTEMBER, 1901, at NOON, at their

Sales Rooms, Ice House Street,

10,670 lbs. BISCUITS slightly damaged;

and

159 SMALL GALVANIZED IRON

BREAD TANKS.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th September, 1901. [2255]

PUBLIC AUCTION.

THE Undersigned has received instructions from **Alfred J. MAY, Esq.**, to sell by Public Auction, **TODAY (FRIDAY)**, the 7th SEPTEMBER, at 2.30 P.M., at No. 3, MOUNTAIN VIEW, THE PEAK,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD

FURNITURE, comprising—

Tapestry-covered Martinbark-made DRAW-

ING ROOM SUITE, CARVED

BLACKWOOD, OVERMANTLES, CABINETS,

HANDSOME BRASS STAN-

DARD LAMP, CARPETS, TEAK

WOOD EXTENSION DINING TABLE,

BOOK CASES, BOOKS, WRITING

TABLES with PIGEON HOLES, PICTURES,

PAINTED DESSERT SERVICE, TEAK

WOOD SIDEBOARD with MIRROR,

CROCKERY and GLASSWARE, CUTLERY,

PLATED WARE, TEA and

WOOD BEDROOM SUITES with MAR-

BLE TOP and BEVEILED MIRRORS,

WARDROBES (CHEVAL GLASS),

DOUBLE and SINGLE BEDSTEPS,

CHILD'S COT LAMPS (HANGING and

TABLE), FLOWER POTS and FANCY

PORCELAIN STANDS, &c., &c., &c.

Also

ONE COTTAGE PIANO, BROAD-

WOOD & SONS, in Good Condition, Expressly

Made for the Climate.

On View from Friday, p.m., 6th September.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 2nd September, 1901. [2235]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, for account of the concerned, **TUESDAY**, the 10th SEPTEMBER, 1901, at 3 P.M., alongside of **DOUGLAS S.S. Co.'s WHARF,**

THE STEAM LAUNCH "TUNGYING,"

Length 74 feet, Beam 12 feet 6 inches, Depth 7 feet, Cylinders 84 inches by 16 inches. Built in 1900.

HULL, ENGINES and BOILER in thorough order. Self Condensing and Coppered Bottom.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th September, 1901. [2256]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 59.

DISCONTINUANCE OF HIGH ISLAND

BARRIER LIGHTS.

NOTICE IS HEREBY GIVEN that, High Island Barrier having been removed, the Red and Green Lights now indicating the passage through the Barrier will be discontinued on the 15th instant, and in their stead a Green Light will be exhibited from a Beacon on the Northern Point of High Island.

The Beacon is a quadrangular open-work structure of wood, 10 feet high, painted white. The distance from the Beacon to low water mark is 30 feet, and its base is 4 feet above high water mark.

L. A. BYWORTH,
Harbour Master.

Approved,
F. A. MORGAN,
Commissioner of Customs.

Custom House,
Canton, 1st September, 1901. [2242]

PUBLIC COMPANY

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-year ended 30th June, 1901, on or before the 10th September, on which date the Accounts will be closed.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 23rd August, 1901. [2150]

ENTERTAINMENT

THEATRE ROYAL, CITY HALL.

TO-MORROW (SATURDAY), 7th SEPT.

GRAND

BOXING CARNIVAL

JACK MCAULIFFE,
Light-Weight Champion All-round Athlete of the World and Champion Boxer of India.

and
JACK SLAVIN,
Middle-Weight Champion of Australia, will give Grand Exhibitions of the Art of Boxing, assisted by

MR. W. S. BAILEY,
and the **LEADING LOCAL BOXERS.**

JACK MCAULIFFE
Will also give an Exhibition of his

WORLD-REOWNED AMERICAN AXE

AND INDIAN TORCH CLUB

SWINGING.

The whole forming an entertainment never before witnessed in Hongkong.

PRICES 35, 33, 32.

Plan at **ROBINSON PIANO CO.**

Military in Uniform Half-price to Back Seats only.

Doors Open 8.30 P.M. Boxing at 9 P.M. sharp. Late Tram at 12 P.M.

BRUCE GARDYNE,
Business Manager.

Hongkong, 3rd September, 1901. [2243]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD.

Apply to—
T. EDWARDS,
No. 22 Stanley Street.

Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.

Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.

Hongkong, 1st August, 1901. [1937]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th September, 1901. [2251]

TO LET.

No. 8a, QUEEN'S ROAD CENTRAL.

Apply to—
KWONG CHEONG WO,
No. 229, Des Voeux Road.

Hongkong, 9th July, 1901. [1733]

TO BE LET.

OFFICES and ROOMS on 2nd Floor of

Beaconsfield Arcade.

For Particulars, apply to—
TURNER & CO.

Hongkong, 3rd September, 1901. [2241]

TO LET.

A HOUSE in RIFON TERRACE.

Apply to—
"THE RETREAT," MOUNT KELLET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th July, 1901. [196]

TO LET.

OFFICE in QUEEN'S ROAD, No. 15,

FIRST FLOOR, from the 1st October.

Apply to—
L. M.,
Care of Daily Press Office.

Hongkong, 2nd September, 1901. [2238]

TO LET SHORTLY.

HOUSES (now in course of erection and

nearing completion) in a first-class

business locality, DES VOEUX ROAD CENTRAL,

next to A. Tack's Furniture Store.

Ground Floor suitable for Shops, Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI.

240, Des Voeux Road West.

Hongkong, 7th August, 1901. [1999]

TO LET.

TWO BEDROOMS (FURNISHED),

PRAYA EAST, WANCHAI.

Apply by letter to—
A. Z.,
Care of Daily Press Office.

Hongkong, 5th September, 1901. [2265]

TO LET.

No. 12, LEIGHTON HILL ROAD,

from 1st October next.

Apply to—
A. RUMJAHN,
10, D'Aguiar Street.

Hongkong, 6th September, 1901. [2260]

TO LET AT KOWLOON.

HOUSES Nos. 9 & 11, SALISBURY AVENUE, FURNISHED or UNFURNISHED.

Very healthy locality.

Rent and Taxes \$44.90.

Apply to the—
OCCUPIERS OF THE HOUSES.

Hongkong, 31st August, 1901. [2218]

TO LET.

NOTICE OF FIRM

NOTICE

WE have this Day Authorized Mr. HUNG MAK HOI 洪墨海翁 and Mr. CHOI PO SIEN 蔡普善翁 to SIGN OUR NAME FOR PROSECUTION. A. CHEE & CO. Hongkong, 16th August, 1901. [2083]

FOR SALE

RURAL BUILDING LOT No. 3, situated upon MOUNT GOUGH, the PEAK, together with the FOUR HOUSES standing thereon. The Owner is prepared to accept an offer for the whole Lot or to sell the Houses separately, subject to the existing tenancies. Any portion of the purchase-money can remain on Mortgage at 8 per cent. per annum. For detailed particulars apply to DENNIS & BOWLEY, Solicitors, Supreme Court House, Hongkong, 26th August, 1901. [2171]

NOTICE

TO keep pace with the times, we have engaged an intelligent, experienced and well-educated Staff, thoroughly competent to converse in English and able to understand the requirements of our patrons more accurately than may hitherto have been the case, and thus we hope to save much valuable time and annoyance to our Customers. Telephone No. 256. A. CHEE & CO., 17A, Queen's Road Central, Hongkong, 2nd September, 1901. [2223]

PIANO FORTE TUNING AND REPAIRING.

MR. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally. TUNING \$3.50. Address—Care of DRAGON CYCLE STORE, D'Aguilar Street, Hongkong, 4th September, 1901. [2250]

LOVE.

COURTSHIP.

MARRIAGE.

By the famous author of "How to be Happy Through Married," the REV. E. J. HARDY, MILITARY CHAPLAIN AT HONGKONG.

The following Series of Articles on the above are appearing weekly in the Hongkong Daily Press—

PROPOSING. Many men find it the hardest thing in the world to propose. "A swain went one evening to the cottage of his beloved. She was seated by the fire, knitting, a cat at her feet. After a long silence he took the cat on his knee, and, stammering out: 'Pussy, ask Lizzie if she'll marry me.' Lizzie blushed, hesitated, then said: 'Pussy, you can tell Lizzie I'll take him.'"

ENGAGED. "Proposing to a girl, which was the subject of our last paper, is easy, indeed quite easy, compared to proposing to her father for her. For fathers and their daughters great resources and are not, in this case, anxious to husband their resources."

THE WEDDING AND THE HONEYMOON. A parish clerk said to the clergyman who was taking a holiday to the marriage service: "Please to put it short, sir; they've got the cat by the hour."

MARRIED A YEAR. "The advice 'drive gently over the stones,' which is frequently given to inexperienced whips, may be respectfully suggested to the newly married: 'The first evil ahead which should be marked 'dangerous' is the first year of married life.'"

LOVING THOUGH MARRIED. "Shakespeare says that 'men are April when they woo, and December when they wed,' but not a few women can say of their husbands what Garrick's wife said of hers: 'He never was a husband to me; he was always a lover.'"

Hongkong, 17th August, 1901. [2098]



MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513. Width of Entrance on Top... 89. Width of Entrance on Bottom... 77. Water on Blocks at Spring Tide... 261.

DOCK No. 2 (at MUKAJIMA). Extreme Length... 371 feet. Length on Blocks... 350. Width of Entrance on Top... 66. Width of Entrance on Bottom... 53. Water on Blocks at Spring Tide... 22.

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1560]

SIEN TING SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891. [832]

OREGON LUMBER. THE UNDERSIGNED, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES. SIEMSEN & CO. Hongkong, 14th February, 1901. [150]

AMERICAN SYSTEM OF DENTISTRY. AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 15th September, 1899. [15]

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOGGY.

LEONARD CHARLES BRAUND.

Among the young cricketers who have for the first time in their career scored one thousand runs or more during this season, I find the name of Leonard Charles Braund, the professional who shares with Lionel Palairet the distinction of invariably opening the batting for Somerset. Braund, moreover, only wants 17 wickets to enjoy the great honour of scoring one thousand runs and capturing one hundred wickets in one campaign, and if he is as successful in the few weeks remaining for play, I am not sure that he will not establish a personal record of great merit. So far as I know no cricketer has ever enjoyed such a measure of success in his first season, but after carefully watching the ex-Surrey youth, I shall not be in the least surprised if he ranks himself with W. G. Grace, C. T. Studd, W. Flowers, the late George Davidson, Bobbie Peel, George Hirst (who has already done so this season), E. Wainwright, Gilbert Jessop, Tom Hayward, Charles Townsend (who has practically retired from cricket), F. S. Jackson, Willis Cuttill, Albert Trotter, William Brockwell, and William Lockwood. Indeed if the catches which have been given off Braund's bowling had been taken he would not only have numbered more victims, but would also have been able to point to a much higher average. But whether he gets his hundred wickets or not he has a very successful time in his opening season in first-class cricket, including the privilege of assisting the Players against the Gentlemen up at Lord's. Braund is quite a natural player, and is moreover a very pleasant youth. Success has in no way turned his head, and he is smart and well educated. He has a keen eye on the main chance to get on in the world, and I hear that he is about to remove from Taunton and open a sporting emporium in Bath—a delightful city which is known as 'The Queen of the West.' The Bath Recreation Company have laid out a beautiful cricket and football ground, and much is now being done in this inland watering place for the encouragement of manly sports. If Braund settles in Bath, as seems probable, his presence is sure to prove a stimulus, for there is no more enthusiastic professional in England to-day.

HIS PERSONNEL AND PERFORMANCES. Braund is a matter of 5ft. 11½ in. in his socks, but he carries so little lumber, that he does not weigh more than 11st. 4½ lb. This and dark hair is clearly built and very wiry. With a sharp cut face and twinkling eyes which illumine the moment he is drawn into conversation, Braund speedily convinces one that he is much more intelligent than many professionals one meets. He is fluent of language, not to say voluble, and full of gratitude—an admirable trait in his character—to those who have helped him up the ladder of fame. Braund cannot talk long without introducing the name of W. G. Grace who he declared has been a good friend to him, and taught him more than all the other men he has met. "Why Grace can teach a man more cricket in five minutes than he can learn from any other person in five years," said Braund, and I am not so sure that he is not right. When we look around and see the players who have been under the influence of the Grand Old Champion, we shall soon be convinced of this. It were too great a task to draw up a list of such, but in the present day Braund, Charlie Townsend, Gilbert Jessop, Board and G. W. Beldam are instances which must readily occur to anyone. Then is Braund full of praise for Sammy Woods, the great lion-hearted Somerset captain, for Mr. Gerald Fowler, the old county player, and Mr. Murray Anderson the quiet and courteous honorary secretary who has done so much for Somerset. When we know that Braund could have remained with Surrey, it is pleasing to hear him say, "I am in the pink of condition, and am enjoying myself with the Somerset team. I am well satisfied where I am, and do not regret leaving the south for the West of England." Braund, I should add, was born at Clewer, near Windsor, on October 18, 1875, and belonging to the middle classes took to cricket as a recreation. He played with the Richmond Town Club as an amateur, and when only sixteen years of age, that is, in 1891, turned out with the gentlemen of Surrey in many matches. But he decided to espouse cricket as a serious calling, and eventually attached himself to the ground staff at Kennington Oval, when he came under the influence of that clever Yorkshireman and coach, W. T. Gosburn, who was in the Repton school eleven of 1884, along with Lionel Ford, who is now the Master of Repton. For five or six years the Surrey second eleven never lost a match, and Braund was one of the mainstays.

COMING TO THE FRONT.

The day came when he was tried for Surrey first eleven in 1896, but in nine county matches he only made 68 runs, although against Oxford University in June he hit up 51. On and off he was given further trials, but this sort of thing is very unsatisfactory to a young player who is very apt not to show his form. Why, some years ago, Tyldesley, who shares with Abel the honour of having scored 2,000 runs this season, went to the famous Leyland club in Lancashire for a trial by Mr. John Stanning, the famous cricket patron. What happened? Why, Tyldesley got three consecutive "duck eggs," and Mr. Stanning did not engage him. He has lamented the fact ever since, for the laid of Leyland likes to bring out prominent players. Braund did better than this for Surrey, as against Lancashire at the Oval in August, 1893, he ran up a master of 85; but I suppose that was a mere bagatelle to Tom Hayward's 315 not out. Braund had no assurance of his place, and determined to qualify for Somerset, a county which he knew was not spoiled for choice, and where he would be sure of his position. While he was qualifying, this young man who was not good enough for Surrey, played three times against the Australians in 1899, with the result

that he rattled up 68 for the England eleven at Truro, 125 for Grace's eleven at the Crystal Palace, and 83 for Somerset at Taunton, so that the Colonial bowling presented no terrors to him. After being compelled to spend three years to gain his residential qualification. Braund in the meantime doing much good for Grace and his London County team, we have soon what this young man has done for the West-terners. With Palairet he helped to make 225 for the first wicket of Somerset against Lancashire in June, and last month 222 for the initial partnership against Yorkshire. He had a great hand in the first defeat of the Tykes in July. Moreover, he has scored 115 (not out) for London County against Surrey, 107 Somerset against Yorkshire, and 111 for Somerset against Hampshire. But this is the young man Surrey had not patience to persevere with. Moreover, I should think that Braund shares with Joe Vine, of being the best leg break bowler in England. There is more pace on Braund's deliveries than on most balls of this description, and I can tell you, if the ex-Surrey man gets going at one end and Cranfield, the insidious left-hander, is proving effective at the other end, the batsmen have a lovely time. If, gentle reader, you think there is exaggeration in what I say, kindly ask the Yorkshire team. They have had some Braund and Cranfield, and they know.

MR. MACLAREN'S AUSTRALIAN TRAM. In this connection I am reminded that Mr. A. C. MacLaren has been disappointed by several men whom he has asked to go to Australia with him. Most of all he is sure to feel the loss of Wilfred Rhodes, the Yorkshire bowler. By most Englishmen, and by all Tykes, Rhodes is considered the greatest bowler in the world! But I am sceptic enough to doubt even his ability on the hard wickets of Australia. When the Colonists were here in 1899 he secured 23 wickets in 184 overs for about 17 runs apiece, but what are our very best wickets compared with the every-day iron-sided front pitches which the Constables use for their go-as-you-please matches between bat and ball. Our wickets are poor in surface and pace compared with those. Yet there are people in England who do not consider Rhodes a great bowler on hard wickets. Upon a pitch affected by rain he has no rival, and I think that in Australia he would bowl his arm out before he would get many victims. Hence I think the Yorkshire Committee are wise to express the hope that he will stay in England. Still he is the best man we have, and failing him who can take his place. I may be wrong, nay, I may be laughed at for my suggestion, but I should think that B. Cranfield, the Somerset professional I have recently named, is just the kind of wear and tear left-hander to bowl and fool out the Australians. Born at Bath on 25th August, 1874, he stands 5ft. 8 inches, and weighs 11st. 4½ lb. Even with Somerset fielding, he has taken 86 wickets for about 18 runs each. This of course, is nothing like so good as the record of Rhodes, but remember David Hunter and the Yorkshire fielders have a lot to do with the figures of Wilfred, the Kirkheaton conqueror. Cranfield is a capital bowler, and one who is fast improving. Kindly make a note of my words. I have no desire to discount Rhodes or boom Cranfield, but the fact remains that many of the best bowlers in England have been failures in Australia, and several of the cleverest Australian trundlers have been rank "sifters" in the old country. MacLaren will have no difficulty in obtaining batsmen, but the bowlers constitute a Fifteen Puzzle. I am pleased that A. O. Jones, the Nottingham captain, is making the journey, for he is sure to help himself to a lot of runs, and occasionally his leg-breaks are successful as we saw when he played at Kennington Oval in the Test Match two years ago. I regret, however, to say that A. C. MacLaren is himself far from well. He seems to have lost his batting in an all-consuming desire to play all balls to leg, and to the on, but with neuralgia in the neck, rheumatism in his joints, and a sort of general depression and lack of spirits, I am afraid that MacLaren is not the man he was. It is possible that the voyage to Australia will restore him to health once again.

FOOTBALL COMING.

No sooner is August in than people begin to talk about shooting—and football. Yes, while county cricket is in progress we find that the League clubs and others are preparing for the ensuing campaign. Most of them have issued notices to their players calling them up for practice on the 6th of August! Happy must be the "double firsts" like Sharp, Whalton, Needham, Dorey, and C. B. Fry, who can make themselves fit for the winter fray on the summer game. It will seem strange to see poor old Preston and West Bromwich battling away in the Second Division, but misfortune comes to all of us. However, at present my interest is confined to cricket. I do like the right dish in season. London, 3rd August.

OLD "THREE-DECKERS."

H.M.S. "Rodney" ploughed the sea into two broad ribbons of white foam, as she gathered weight on her journey out to the Cape of Good Hope, in days when the Boer War was undreamed of and ships like this old "three-decker" ruled the waves supreme.

"Nine hundred men manned her, and prominent among them was Corporal Eccles, one of the 'boys of the old brigade.' Corporal Eccles, who spins this yarn to me, is now hale and hearty at 65, and he has served Her Majesty 21 years as a Royal Marine—'soldier and sailor too.'"

"I would take me days to tell you all my experiences during the 21 years I spent on the old 'three-deckers,' H.M.S. 'Dragon,' 'Camellian,' and 'Rodney,'" said the bluff old Corporal, shifting his quid, "but that storm off the Cape in the 'Rodney' was the worst bit of weather I ever experienced."

"I carry a wound on my thigh to this day that was caused by a table hurled against me when scrambling into my hammock. Aye, me, had a sailor-life is full of adventures and tests of endurance. During the whole 21 years of active service I never had a day's illness. That's a pretty good record!"

"When my term was nearly completed, I was transferred to H.M.S. 'Pembroke.' She had just been taken off active service and was being fitted out for a work-ship. During the alterations, as she lay at her moorings dismantled, her ports wide open, I had to take my turn on sentry duty, rain or snow."

"Mid-winter it was, and the weather cold and raw. 'Peering about 'twixen decks,' said the Corporal, 'exposed to the worst of weathers, I caught a severe cold, and I couldn't shake it off. My record was broken.'"

"It settled on my chest, hard and fast, making my breathing awfully bad. I couldn't walk uphill. I was too wheezy. You could hear me breathing, like a tug, twenty yards off. I did manage to struggle through my work, though."

"Then indigestion set in. After eating, my stomach became swollen with wind, making a disagreeable rumbling noise and causing great pain. Several doctors tried to help me, but their medicine didn't hit the mark. I got worse and worse."

"The old 'Pembroke,' now lying at Chatham, is something like the hulk I then was. My cough shook my body through and through. For months I slept propped up with pillows. After a fit of coughing, perspiration rolled off me, soaking my linen. My body reeled on fire."

"Like the sharp stab of a cowardly knife did a long breath pain me. I got alarmed and nervous, for things were looking ugly. 'Through this day is the 21st of April, 1900,' said the gallant Corporal. 'I yet remember that aching pain that caught me in the back, on the right side, and that my bowels were very constipated. Altogether, I was in a bad way. My wife, when the doctors had failed to help me—a sheer hulk—insisted on giving me Mother Seigel's Syrup, to pull me round.'"

"I had no faith in it, because it was an unproven medicine, but I sneezed by Seigel's now. My first bottle sharpened my appetite, improved my breathing, and loosened my cough. The improvement continued week by week until I was completely restored to health. Cough, pain, and weariness were swept away like chaff before the wind."

"Corporal Eccles," of 9, Southill Road, Chatham, says Mr. H. Woolgar, "is personally known to me. Unquestionably, Seigel's Syrup saved his life. Now he is getting younger every day."

"Aye," continued the old seaman, who, by the way, is proud of his medal for "long service," "Mother Seigel's Syrup put life, power and 'go' into my almost lifeless hulk. I am now sixty-five, still young and full of life and energy—all due, mark you, Sir, to Seigel's Syrup. If you think others will try its powers, you may publish this."

Such was the Corporal's stirring narrative, and its truth is vouched for by Mr. G. W. Phillips, of the Chatham High Street, number 312, who writes: "I can verify every word that Mr. Eccles has said. Mother Seigel's Syrup has made a new man of him. No man acquainted with Mr. Eccles's case could doubt the efficacy of Mother Seigel's Syrup for all disorders of the stomach and liver."

H.M.S. "Rodney" no more ploughs the deep, but she lies in peace and quiet at Chatham; yet you who are sailing in stormy waters because there is trouble within you—may find among your digestive organs, in fact—can follow in the steps of the gallant Corporal, and can attain, in this way, to the same hale old age. [60]

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GUITARS.

Hongkong, 6th September, 1901. [2053]

NEGRI SEMBILAN GOVERNMENT NOTIFICATION.

APPLICATIONS will be received for the post of qualified Assistant Surgeons in the Negri Sembilan Government Medical Service, Federated Malay States. Salary \$1,050 per annum, with annual increments as specified hereunder and free furnished quarters. The Assistant Surgeon appointed must sign an agreement for 5 years, on expiry of which, should his service be satisfactory, he will be put on the Fixed (Pensionable) Establishment. Candidates must hold a diploma from a recognized Medical College.

Applications with copies of recent testimonials will be received by the State Surgeon, Negri Sembilan, Malay Peninsula.

SCALE OF SALARY.	
1st year	\$1,050
2nd "	1,128
3rd "	1,188
4th "	1,248
5th "	1,320
6th "	1,390
7th "	1,452
8th "	1,516
9th "	1,584
10th "	1,648
11th "	1,716
12th "	2,316
13th "	2,316
14th "	2,316
Final	2,520

W. LEONARD BRADDON, F.R.C.S., State Surgeon, Seremban, 10th August, 1901. [2125]

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E. O. MURPHY, W.R. C.A.M.I. MECH. E. Hongkong, 4th January, 1901. [1]

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon, and these vessels berthed at the Kowloon Wharf A, together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PARAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON	IDOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
LONDON	TYDEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October.
LONDON	PYRREUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th October.
LIVERPOOL DIRECT	ORFEDUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	About 15th inst.
PREMIER, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	2 m.	R. Heintze	BUTTERFIELD & SWIRE	On 15th October.
MARSEILLES & LONDON	BANCA	Brit. str.	2 m.	R. P. Martin, R.N.R.	WELCHES & Co.	On 19th inst. at Noon.
MARSEILLES, LONDON & AMSTERDAM, via SUEZ, &c.	YARRA	Brit. str.	2 m.	Negro	P. & O. S. N. Co.	To-morrow, at 10 A.M.
HAVRE & HAMBURG	TAMBA MARU	Jap. str.	2 m.	Ehlers	MESSAGERIES MARITIMES	On 20th inst. at Daylight.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 19th October.
HAVRE & HAMBURG	KOENIGSBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	BANBERG	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
NEW YORK via SUEZ CANAL	SEGROVIA	Brit. str.	2 m.		SHEWAN TOMES & Co.	On or about 18th inst.
NEW YORK via PORTS & SUEZ CANAL	ATAKA	Amr. ship.	2 m.	Kendall	CARLOWITZ & Co.	Quick despatch.
NEW YORK	MOGUL	Brit. str.	2 m.		DOUGLASS & Co. LIMITED	On or about 21st inst.
NEW YORK	I. F. CHAPMAN	Amr. ship.	1 m.		ARMHOLD, KARBURG & Co.	Quick despatch.
NEW YORK	MANUEL LAGUANO	Amr. ship.	1 m.		SHEWAN TOMES & Co.	On 28th inst.
TRIESTE via SHANGHAI &c.	GLENGYLE	Brit. str.	2 m.	T. Davies	McGREGOR BROS. & Co.	On 17th inst. P.M.
VANCOUVER via SHANGHAI &c.	CHINA	Amr. str.	2 m.	Levy	SANDER, WIELER & Co.	On 25th inst.
VICTORIA (B.C.) & SEATTLE	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 30th October.
VICTORIA (B.C.) & SEATTLE via SHANGHAI &c.	TARTAR	Brit. str.	2 m.	E. Blotham, R.N.R.	CANADIAN PACIFIC R. CO.	On 10th inst.
PORTLAND (OR.)	DURER OF FIFE	Brit. str.	2 m.	J. S. Cox	DOUGLASS & Co. LIMITED	Quick despatch.
SAN FRANCISCO via SHANGHAI &c.	MOYUNE	Jap. str.	2 m.	O. Ohno	JARDINE, MATHESON & Co.	On 16th inst. at 4 P.M.
SAN FRANCISCO via SHANGHAI &c.	ROMBUS MARU	Brit. str.	2 m.		ALLAN CARRISON	On or about 16th inst.
SAN FRANCISCO via SHANGHAI &c.	INDRA VELLI	Brit. str.	2 m.		TOKYO KISEN KAISHA	On 17th inst. at Noon.
AUSTRALIAN PORTS	AMERICA MARU	Jap. str.	2 m.		O. & O. S. S. Co.	On 10th inst. at Noon.
YOKOHAMA via SHANGHAI, MOJI & KOBE	COPTIC	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On or about 15th inst.
YOKOHAMA	CARLEIGH CITY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 9th inst.
YOKOHAMA & KOBE	CANTON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
YOKOHAMA & KOBE	CHINOTU	Amr. str.	2 m.		SANDER, WIELER & Co.	On 17th inst. P.M.
YOKOHAMA & KOBE	THRESE	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
YOKOHAMA & KOBE	AWA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
YOKOHAMA & KOBE	GLANBOY	Brit. str.	2 m.	Forbes Selby	McGREGOR BROS. & Co.	On 10th inst.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
YOKOHAMA & KOBE	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA & KOBE	FOOCHOW	Brit. str.	2 m.		MESSAGERIES MARITIMES	To-day.
YOKOHAMA & KOBE	NATAL	Brit. str.	2 m.	Boni	BUTTERFIELD & SWIRE	On or about 9th inst.
YOKOHAMA & KOBE	SZECHUEN	Brit. str.	2 m.	Marochino	BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA & KOBE	CARINTHIA	Brit. str.	2 m.	J. Chellow, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
YOKOHAMA & KOBE	PAWLAN	Jap. str.	2 m.	K. Suzuki	MITSUBI BUSSAN KAISHA	On 10th inst.
YOKOHAMA & KOBE	MAIDZU MARU	Jap. str.	2 m.	S. Atsumi	MITSUBI BUSSAN KAISHA	On 8th inst.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	2 m.	S. Sobajima	MITSUBI BUSSAN KAISHA	On 8th inst. at Daylight.
YOKOHAMA & KOBE	DAIICHI MARU	Jap. str.	2 m.	Davis	DOUGLASS & Co. LIMITED	To-morrow, at 5 P.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA & KOBE	LUONGSANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	SUNGKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	KAIWONG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	BISAGNO	Brit. str.	2 m.	Brasca	CARLOWITZ & Co.	On 10th inst. at Noon.
YOKOHAMA & KOBE	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 13th inst. at Noon.

SHIPPING.

ARRIVALS.
Sept. 4. HAILAN, French str., 377, Anderson, Pakhoi 2nd September and Hoihow 3rd, General.—A. R. MARTY.
Sept. 4. PLOMY, British gunboat, from Canton.
Sept. 5. BANGA, British str., 5,905, P. Martin, R.N.R., Foochow 3rd September, General.
—P. & O. S. N. Co.
Sept. 5. FREDERAND, British gunboat, from Canton.
Sept. 5. HONGKONG I, British str., 1,806, Pentney, Singapore 28th August, General.
—CHINSEE.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
5th September.
Nanchang, British str., for Tientsin.
Gheang, British str., for Shanghai.
Eadon, British str., for Sydney.
Haitan, British str., for Balik Papan.
Clan, British str., for Balik Papan.
Daybreak, American str., for Ningpo.
Lynebrook, German str., for Shanghai.
Longmoon, German str., for Canton.
Manchuria, Russian str., for Port Arthur.
Taichong, German str., for Foochow.
Bingo Maru, Japanese str., for Singapore.

DEPARTURES.

4th September.
HOHMA, French str., for Hoihow.
PROTECTOR, Norwegian str., for Shanghai.
5th September.
CHUYANG, British str., for Shanghai.
DAYBREAK, American str., for Ningpo.
EADON, British str., for Balik Papan.
Haitan, British str., for Balik Papan.
LONGMOON, German str., for Canton.
LYNEBROOK, German str., for Shanghai.
MANCHURIA, Russian str., for Port Arthur.
MICHAEL JESSEN, German str., for Haiphong.
NANCHANG, British str., for Tientsin.
NMS, British str., for Hongkong.
PRINZESS IRENE, German str., for Europe.
TALLEY, German str., for Swatow.

VESSELS IN DOCK.

4th September.
KOWLOON DOCKS.—Canton River, Victoria, Georges Valentine, Zafra, Hailong, Indravalli, Hleano, Foe Hoo, Kueang.
—COSMOPOLITAN DOCK.—Coptic.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

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Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
Captain Brusca, will be despatched as above on TUESDAY, the 10th inst. at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 3rd September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

"CARINTHIA,"
Captain Marochino, will leave for the above place on THURSDAY, the 12th Sept. P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 28th August, 1901.

VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"MOYUNE,"
4,646 tons, is due here on 6th September, and will have quick despatch.
For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 29th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above TO-MORROW, the 7th inst. at 5 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 4th September, 1901.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship
"DAIGI MARU,"
Captain K. Sobajima, will be despatched for the above port on SUNDAY, the 8th inst.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 2nd September, 1901.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NATAL,"
Captain Boni, will be despatched for the above port on or about MONDAY, the 9th inst.
For Freight or Passage, apply to
P. DE CHAMPEMOELIN, Acting Agent.
Hongkong, 3rd September, 1901.

"GLEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"GLENROY,"
Captain Forbes Selby, will be despatched as above on TUESDAY, the 10th inst.
For Freight, apply to
McGREGOR BROS. & Co., Agents.
Hongkong, 3rd September, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ATAKA,"
will be despatched for the above port on or about 18th September.
To be followed by the Steamship
"ANAPA,"
about 15th October, 1901.
For Freight, apply to
SHEWAN TOMES & Co., Agents.
Hongkong, 18th August, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R.WEDNESDAY, 25th Sept., 1901
"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R.WEDNESDAY, 23rd Oct., 1901
"TARTAR" 4,425 Tons.....Comdr. E. Blotham, R.N.R.WEDNESDAY, 30th Oct., 1901
"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 29th Nov., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Atlantic Line, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 29th August, 1901.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 29th August, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

MARSEILLES and BANCA 10 A.M., 7th September. Freight only.
LONDON E. P. Martin, R.N.R.

YOKOHAMA via SHANGHAI, MOJI & KOBE (Passing through the Inland Sea) About 9th September. Freight or Passage.
CANTON C.F. Lockstone, R.N.R.

SHANGHAI About 13th September. Freight or Passage.
PALAWAN J. Chellow, R.N.R.

LONDON, &c. PARRAMATTA Noon, 14th September. See Special Advertisement.
R.T. Cook, R.N.R.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 5th September, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAGOSHIMA MARU.....MOJI, KOBE and YOKOHAMA.....TUESDAY, 10th Sept., at Noon.
K. Kori

AWA MARU.....KOBE and YOKOHAMA.....FRIDAY, 13th Sept., at Daylight.
M. Trust

MIKE MARU.....BOMBAY, via SINGAPORE and COLOMBO.....FRIDAY, 13th Sept., at Noon.
M. Yagi

RIOJUN MARU.....VICTORIA, B.C. and SEATTLE.....MONDAY, 16th Sept., at 4 P.M.
O. Ohno

TAMBA MARU.....MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.....FRIDAY, 20th Sept., at Daylight.
J. W. Wale

YAWATA MARU.....NAGASAKI, KOBE and YOKOHAMA.....FRIDAY, 20th Sept., at Noon.
A. E. Moses

INABA MARU.....KOBE and YOKOHAMA.....FRIDAY, 27th Sept., at Daylight.
W. Bainbridge

ROSETTA MARU.....(SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE).....FRIDAY, 27th Sept., at 4 P.M.
N. Tate

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 24th August, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. and TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

DUKE OF FIFE.....3,821 J. S. Cox.....September 19th.

OLYMPIA.....2,837 J. Traubridge.....October 1st.

VICTORIA.....3,502 J. Pantou.....October 15th.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 253.

Excellent accommodation. First-class Table. Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train; day and night trains to New York in 4 days. Magnificent Scenery of the ROCKY MOUNTAINS and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 233.

The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 17th July, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ANDALUSIA.....HAMBURG.....On 21st Sept. Freight.

ARABIA.....HAMBURG.....On 5th Oct. Freight.

ARABIA.....HAMBURG.....On 5th Oct. Freight.

KOENIGSBERG.....HAMBURG.....On 19th Oct. Freight and Passage.

Capt. Christiansen.....HAMBURG.....On 19th Oct. Freight and Passage.</

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 5th September.
GLASGOW and LIVERPOOL.	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 19th September.
GLASGOW and LIVERPOOL.	"CALCHAS"	On 26th September.
GLASGOW and LIVERPOOL.	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL.	"LAERTES"	On 8th October.
HOMEWARDS.		
TO	STEAMERS	TO SAIL
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"TYDEUS"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"AGAMEMNON"	On 29th October.
LIVERPOOL DIRECT	"ORESTES"	On 15th September.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.

(Taking Cargo at London Rates)
(Taking Cargo at London Rates)
S.S. "PYRRHUS" left SINGAPORE on 31st August, and is due in Hongkong on 5th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"FOOCHOW"	On 6th September.
SHANGHAI	"SZECHUEN"	On 10th September.
MANILA	"TAIYUAN"	On 10th September.
THURSDAY	"TAIYUAN"	On 10th September.
TOWN, CAIRNS, TOWNSVILLE	"SUNGKIANG"	On 13th September.
BRISBANE, SYDNEY AND MEL.	"KAIFONG"	On 14th September.
BOURNE	"CHINGTU"	On 15th September.
MANILA		
ILIOLO & CEBU		
YOKOHAMA		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [16]

Hongkong, 5th September, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, POMBAY, ADEN, EGYPT,
MARSEILLE, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 9th September, 1901,
at 1 P.M. the Company's Steamship
"YARRA," Captain Nègre, with Mails,
Passengers, Specie, and Cargo, will leave this
port for MARSEILLES via BOMBAY.
The Steamer connects at COLOMBO with
the s.s. *Polynésie*, which vessel takes on her
Passengers and Mails, leaving that port on the
21st instant direct to Sues, Port Said and
Marseilles.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 8th
instant. (Parcels are not to be sent on board
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.
P. DE CHAMPEMORIN,
Acting Agent.
Hongkong, 3rd September, 1901. [2]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA,"
Captain R. T. Cook, R.N., carrying His
Majesty's Mails, will be despatched from this
port for Bombay, on SATURDAY, the 14th
September, at Noon, taking passengers and
cargo for the above ports.
SHE and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.
Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 2nd September, 1901. [1]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENLYN,"
Captain T. Drake, will be despatched as above
on SATURDAY, the 28th September.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Hongkong, 28th August, 1901. [2196]

FOR NEW YORK

THE 3/4 A II American Ship

"MANUEL LLAGUNA"

will load during September and October,
sailing about 25th October.
For Freight, apply to
SHEWAN TOMES & CO.,
Hongkong, 18th July, 1901. [1758]

FOR NEW YORK

THE 3/4 A II American ship

"L. SCHEFF"

Captain Kistner will be ready to load on the
18th August for the above port, and will be
despatched about the middle of September.
For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 18th July, 1901. [1414]

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 10th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.
"PERU"	TUESDAY, 12th Nov., at Noon.

THE O. & O. S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 2s in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada, or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT. [3-4]

Hongkong, 31st August, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 11th September, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th August, 1901. [19]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,

having Established a regular service of steamers
from Seattle (Puget Sound) to Japan,
China and the Philippines, in
conjunction with the

GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to con-
tract for the conveyance of Goods from
the Pacific Coast and interior
points of U.S.A. to the Orient.

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GATION CO.'S OFFICES, New York;
To the Agents of the Company at Japan,
China, Philippines and Straits;
FRANK WATERHOUSE & CO., General
Western Agents, Seattle, or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 25th July, 1901. [1624]

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
"Glenora," British ship, Jeffrey
"Order,"
"I. F. CHAPMAN," American ship, Chapman.
"Arnold," American ship, C. S. Kendall.
"I. SCHEFF," American ship, C. S. Kendall.
"Carlotta," American ship, C. S. Kendall.

Hongkong, 28th August, 1901. [2187]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will leave for the above places
on TUESDAY, the 17th Sept.-m.p. P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 28th August, 1901. [2187]

VESSELS ON THE BERTH.

U. S. MAIL LINES

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GEO. ECKLEY,
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Hongkong, 31st August, 1901.

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GEO. ECKLEY,
ACTING AGENT. [3-4]

Hongkong, 31st August, 1901.

